

PART 3

REGIONAL BICYCLE MASTER PLAN

PART 3

REGIONAL BICYCLE MASTER PLAN

The Metropolitan Transportation Commission's *2001 Regional Bicycle Plan* is a component of the *2001 Regional Transportation Plan for the San Francisco Bay Area*. The *2001 Regional Bicycle Plan* represents the recent efforts of MTC staff, the Regional Bicycle Plan Oversight Committee, local agencies, advocacy groups, and countless dedicated citizens in the Bay Area.

Five main objectives directed development of the *2001 Regional Bicycle Plan*:

- Define a network of regionally significant bicycle routes, facilities, and necessary support programs;
- Identify gaps in the network and recommend specific improvements needed to fill these gaps in the system;
- Develop cost estimates for build-out of the entire regional network;
- Develop a funding strategy to implement the regional bike network; and
- Identify programs to help local jurisdictions to become more bicycle-friendly.

DEFINING THE REGIONAL BICYCLE NETWORK

The development of the Regional Bicycle Network is oriented around utilitarian bicycle trips and emphasizes regional connectivity and connections to the transit system. Local routes may serve other purposes, and identifying the regional network does not imply that local bikeways are somehow demoted or will not be funded.

The recommended regional bikeways were selected based on the following criteria:

1. Provide connections to every incorporated town and city and unincorporated areas with populations of over 5,000, people and between this region and surrounding regions.
2. Provide connections to the regional transit system including multi-modal terminals, ferry terminals, BART stations, commuter rail stations, and Amtrak.
3. Provide connections to major activity centers such as universities, hospitals, parks, athletic venues, and shopping malls.
4. Provide access within or through the major central business districts of the region.

5. Comprise part of the existing, planned, or proposed Bay Trail system (the Bay Trail is an interconnected bicycle and pedestrian trail network ringing the San Francisco Bay that is being implemented by the Association of Bay Area Governments).

The Regional Bicycle Network is a subset of routes identified in the region's countywide bicycle plans. The regional bikeway network is defined by corridors, and exact alignments (street, path, or route) may not be determined or may change based on further study. Short routes that connect regional bikeways to transit stations, while not specifically identified, are considered a part of the regional system.

The plan estimates that it will take almost \$700 million to close essential gaps in and improve the identified Regional Bicycle Network. The network itself is over 1,600 miles in length, which includes about 400 miles of the Bay Trail. The creation of the Regional Bicycle Network will provide better access to the region's transit network and activity centers, encouraging greater use of the bicycle as a transportation mode. Greater use of the bicycle has some obvious benefits to the region in terms of congestion reduction and improved air quality. It is also a boon to the region's transit operators if bicycles can be used instead of cars to reach regional transit facilities. Finally, there are some less obvious but equally important benefits in terms of health and quality of life.

PROPOSED SUPPORT ACTIVITIES TO IMPROVE BAY AREA BICYCLING CONDITIONS

There are a number of ongoing programs recommended in this plan that would support bicycling safety and further bicycling planning efforts. MTC proposes to lead a Regional Bicycle Working Group to oversee activities described in this plan. These include:

- Data collection and analysis –would involve efforts to routinely collect, analyze and disseminate user and accident data in the form of an annual “State of the Region” report.
- Enhancing the bicycle/transit Connection – would include working with transit operators on bike parking and on-board bike storage issues. Identifying station access issues and developing a “safe-routes-to-transit” program would also be evaluated.
- Marketing and outreach would include working with RIDES for Bay Area Commuters, the local rideshare matching agency, to promote Bike-to-Work Week activities. Efforts also could include:
 - Bike Maps or web-based trip planners
 - “Best practices” training programs for local agencies